



# THE HIGHWAY



VOLUME 1 — NO. 10

TRENTON, NEW JERSEY

MAY, 1943

## THE MEN WHO GET THE CHECKS OUT



Signing the checks of hourly men in the above photo is A. Lee Grover, Chief Clerk and Secretary, with Clyde W. Case, Principal Auditor, seated beside him. Standing behind them from left to right are Edward J. McCardell, Rizziero Cintia, J. Byron Beans and Harry R. Hill. Henry Johnson and Owen Rogers, the paymasters in the southern and northern section of the State were absent at the time, due to transportation difficulties.

## Efficient System Gets Checks Out On Time

"Neither snow, nor rain, nor heat, nor night stays these couriers from the swift completion of their appointed rounds."

Wholly appropriate for the escutcheon of the efficient New Jersey State Highway Department in the year 1943.

In his prophetic vision Herodotus, the Greek historian (425 BC), gave the tribute immortality in his reference to the Persian messengers who traveled "with velocity which nothing human can equal."

The facade of the New York postoffice, Eighth Avenue, as well, preserves the phrase with letters chiseled in everlasting granite.

The realization that there is unwavering application to duty throughout the Highway Department is an assuring thought for the Maintenance Division crews. They can feel certain that they are not forgotten men at headquarters whether laboring night or day in torrid temperatures or frigid blasts. The most tangible proof of this contact is the regularity in the arrival of their pay, for the schedule has not varied by minutes in the course of the years.

What may not be realized, however, is that this dependable record is frequently maintained through sweat and the expenditure of nervous energy back at headquarters.

Every account must balance to the penny for the benefit, both of the recipient and State, and the date is not ended—early or late—until it does.

The State comptroller and State treasurer prepare the checks for salaried employees on statistics from the office of Eugene J. Palmer, assistant administration clerk, who has Margaret Anderson and Marion O'Hara as assistants.

A check may appear to be just another piece of paper, but when it represents the credit of the State every precaution must be taken to have it accurate.

Accordingly, it is interesting to recount the detailed procedure followed in the Highway Department in turning out the finished check for men on the hourly basis.

The foremen prepare time sheets and from these the Maintenance Division types the payroll for scrutiny by Marvin L. Howell, Chief Auditor and Accountant "Hawkshaw" of the Auditing and Accounting Bureau. Charles A. Hurley, cost accountant, fixes it with x-ray eyes, and his office compares the totals with the time reports sent from the field for each day of the month.

When the list survives that ordeal it is delivered to Clyde W. Case, head of the paymaster division.

(Continued on Page 3)

## Highway Leads in Mileage Reduction

According to Wayne T. Cox, State Government Mileage Administrator, the Highway Department is more than doing its share to conserve gasoline and rubber for war use.

In order that you might have a first-hand picture of the results obtained under restricted use of State Highway vehicles, we visited Mr. Cox in his Trenton office and found him most enthusiastic over the part that Highway employees were playing in this major war effort.

An example of the saving accomplished by this Department can be gathered from a comparison of the mileage figures for the month of January during the years of 1941 and 1943:

	total mileage
January (1941)	642,363
January (1943)	337,444
reduction	304,919

During the month of February this total was further reduced to 206,709 miles. It should be remembered, however, that February was a short month and contained two holidays. Despite this the trend appears to be definitely downwards.

This reduction, according to Mr. Cox, has been made possible by the wholehearted cooperation of the employees of the Highway Department. In speaking of this cooperation, Mr. Cox said, "It is not to be expected that this reduction was made without hardship, disruption of routine and some sacrifice in efficiency. The seriousness of war requirements, however, dictates that unnecessary mileage must leave the roads."

Besides serving as an inspiration for other departments, Mr. Cox said that the State Highway Department has proven in many ways to be one of the most cooperative units in the State. "Not only have they effected a great reduction in total mileage of State-owned vehicles, but they have materially assisted the War Price and Rationing Board as well as this office by thoroughly investigating all private requests for additional gasoline for the purpose of driving to and from work. So fair has their attitude been in handling such matters that we accept their recommendations without question."

Mr. Cox further stated that the State as a whole had now achieved its quota of 40% reduction in spite of the fact that the State Police and the Department of Motor Vehicles had been forced to increase their normal mileage in order to keep abreast of the additional duties imposed upon them by the war.

## THE YEAR IN RETROSPECT PROGRESS OF FIRST YEAR REVIEWED

Events frequently move more rapidly than the years! This is peculiarly true of war time when one event crowds hard upon the heels of the next.

A year has come and gone since I took the oath of office as State Highway Commissioner on April 30, 1942. As my second year begins, I am prompted to reflect on my first impressions of the State Highway Department during the year which has quickly sped.

When I took office, I literally had not met any of the members of the State Highway Department, though I knew many of them by reputation. I had seen abundant evidence of the skill of the engineers and employees in the construction and maintenance of the roads and bridges of the State over which I had travelled.

My first impression of the Department was of a State agency with high technical standards, with a body of devoted civil servants, with up-to-date equipment, and a vast potential for serving the people of the State. My further impression was of a Department in the process of adjusting its peacetime activities to wartime restrictions. It was not unreasonable moreover to find evidences of inner disintegration in an agency which had passed through a searching investigation, followed by a substantial loss in personnel due to the war, and consequent drastic curtailment in its Work Program.

As I looked deeper into the Department I found that there were many stars in the organization but not much teamwork, a lack of close cooperation between the several divisions, a want of any overall objective or plan, and the absence of any broad public relations program. Due to the absence of any clear-cut personnel policy, there were evidences of many minor irritations among the employees and some indication of major discontentment.

We have faced these conditions together during the past year and have acted on the basis of these facts. We have introduced a new personnel policy. We have instituted regular staff conferences. We have begun a policy of consultation with groups and agencies throughout the State. We have laid the foundation for an overall plan for the State; we have attempted a more purposeful policy of public relations. We have begun some needed reorganization of the Department. We have created an Award of Merit among the employees and we have begun the monthly issuance of "The Highway." All these things have been accomplished in the past twelve months. But the job is not finished.

Of one thing there can be little doubt, we know one another better; we all have a clearer idea of our obligation to carry on while our former associates are in the armed forces. We are having more consultations, more team-play, more cooperation and as a result, more coherence in the work of the Department.

Our motto then for this second year might well be, "Forward Together on the Road to Victory!"

Spencer Miller, Jr.,  
State Highway Commissioner.

## High Speed Driving Must Stop At Once Says Comm. Miller

### Many Violations Reported

Despite repeated warnings, a few drivers of Highway cars and trucks are still exceeding the War Speed limit of 35 miles an hour. In some cases violators are driving at speeds of 50 and 60 miles an hour, according to reports which come to Commissioner Miller every day.

In speaking of this disregard for orders on the part of a few, the Commissioner recently said, "High speed driving in State Highway vehicles will not be tolerated. The speed limit in New Jersey has been set at 35 miles an hour to conserve gasoline and rubber for the war effort. It is therefore the patriotic duty of each of us to drive within

**Important Notice**

Whenever your draft classification is changed by your Selective Service Board you should notify the Highway Department to that effect immediately. Address your communications to Mr. Clifford Wear, State House Annex, Trenton. Be sure that you do not neglect this detail. This is most important.

E. V. CONNETT,  
Administrative Assistant.

that limit. When any driver of a Highway vehicle exceeds this speed it is in direct violation of this law and such action in the future will result in drastic disciplinary measures being taken against the offending employees."

You've done your bit —  
now do your best —  
Buy Bonds !

## Highway Employees Go "Over the Top" In Plasma Drive

State Highway employees of the Trenton district responded enthusiastically to the recent call for donors to the Red Cross blood bank. In fact, the number of volunteers was great enough to send the Department over the top despite the rather high quota that was self-imposed.

The idea of having a Highway contingent offer their services as a unit was conceived by George A. Hefferman of the Bridge Division. He disclosed his plan to get one volunteer for every Highway serviceman from this area, to Commissioner Miller who heartily endorsed it.



GEORGE A. HEFFERMAN

Armed with official sanction, Hefferman then enlisted the services of two competent aides in Flavin A. Ireton of the Real Estate Division and Frank M. Devereux of the Equipment Division. Their first step was to determine the number employees from the Trenton district who are now serving in the Armed Forces of the United States. Setting this figure, which was 116, as a quota, a canvass of the various divisions followed with the result that 117 men and women each donated a pint of blood as their contribution to Highwaymen scattered throughout the world. One donor, Elgin Mayer of the Accounting Division, volunteered for the fifth time.

So impressive was the record of the Highway employees, and because this was the first time that any State department had volunteered as a unit, Alan W. Bowers, Trenton Chairman of the American Red Cross and Samuel B. Davies, Chairman of the Blood Donors Service wrote to Commissioner Miller, praising the action and requesting that Hefferman be appointed permanent Chairman of all State employees. The Commissioner gladly granted the request and Hefferman is already busily engaged in planning for the next visit of the blood bank which will be on June 14th.

Many who for one reason or another failed to become donors on this first occasion have already made known the fact that they can be counted on for subsequent donations. In view of the fact that the need for plasma grows each day as many more Highwaymen will enter the Armed Forces in the days to come, this is most encouraging.

Overheard at the Fernwood Victory Garden:

Roaming gardener: "And what might you be planting my good friend?"

Energetic Bridge Div. planter: "I don't know, I haven't read the package."



# THE HIGHWAY

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W. CARMAN DAVIS, Editor

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## HIGHWAY SALARIES FROZEN AT PRESENT LEVEL

There will be no increase in salaries or hourly wages within any State departments between now and July 1st, 1944 as a result of the salary increase and war adjustment law recently adopted by the Legislature. So that all may be familiar with this act, we are printing in full a recent circular received from the Civil Service Commission:

TO ALL STATE DEPARTMENTS, BOARDS,  
COMMISSIONS, INSTITUTIONS AND AGENCIES

Under date of April 8, 1943, the State Comptroller, the State Treasurer and the President of the Civil Service Commission issued regulations and procedures for putting into effect the provisions of Chapter 124, P. L. 1943, the salary increase and war adjustment law, recently adopted.

Regulation 6 called attention to the limiting provisions of the law respecting salary increase and promotions. While this bill was under consideration by the Appropriations Committee that Committee on February 10, 1943, adopted the following resolution:

"RESOLVED, that the Commissioner of Finance and the Civil Service Commissioner be informed by this Committee that no more salary adjustments shall be made henceforth until ordered otherwise, effective as of this date and hour."

Section 17 of the law above referred to provides:

"17. From the effective date of this act until July first, one thousand nine hundred and forty-four, no increase in compensation shall be granted to any person holding State office, position or employment whose compensation is paid in whole or part from State funds except in case of promotion or in case the money to pay such increase is provided in an appropriation act or by Federal grant."

It is clear that it was the purpose of the Legislature to substitute the plan of salary increases and war adjustments for all salary increases and promotions during the period in which this law remains in effect or until July 1, 1944, unless other enactments in modification of this law are made, except in such limited number of instances, if any, where the Joint Appropriations Committee and the Legislature specifically provided funds for salary increments for individuals or groups or for additional promotions to existing establishments.

All State departments and agencies must observe the policy expressed by the Appropriations Committee and in the statute and the Civil Service Commission will withhold approval of salary increases other than those provided in the statute and of all proposed promotions except made to fill actual vacancies (not new and additional positions in the higher class.)

The Commission must ask and require that no further requests for salary increases and promotions be submitted except such as are strictly in accordance with the limiting provisions and policies expressed in the statute. This communication will serve also as notice to the departments which have recommendations for increases and promotions before this Commission and which continue to make such recommendations not in accordance with the above that the same must be and have been disapproved.

The cooperation of departmental authorities is particularly requested in these matters.

Very truly yours,

THE CIVIL SERVICE COMMISSION  
Charles P. Messick,  
Chief Examiner and Secretary.

## A Neat Suggestion For Victory Gardens

It worried Bob Martin to see waste paper blowing around the Fernwood Victory Gardens. To him the newsprint of yesterday had no place among the neat rows of radishes and lettuce, nor had the piles of debris that littered the walkways dividing the plots.

In other years Bob might have had a problem on his hands. But since the advent of the Suggestion Box the solution was an easy matter. He just sat down and suggested that large trash receptacles be placed at convenient locations. From there out things moved fast. As this is written several such containers, neatly painted and marked "Fernwood Victory Gardens" have been put into use.

## Suggestions Received

During the past month suggestions have been received from the following employees: Rizziero Cincia, Ward W. Dean, Richard Glasco, A. J. Lichtenberg, R. G. Martin, J. J. Newark, Rudolph Vogel, Jr., and C. H. Weller.

This brings to twenty-six the total suggestions received by the Suggestion Box to date. Of this number several have already been adopted, and many more are now in the process of being thoroughly investigated before a decision regarding their adaptability can be arrived at.

If you have ideas on how the efficiency of the Highway Department can be improved, you owe it to yourself and your Department to see that they reach the Suggestion Box at the earliest possible date.

## Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

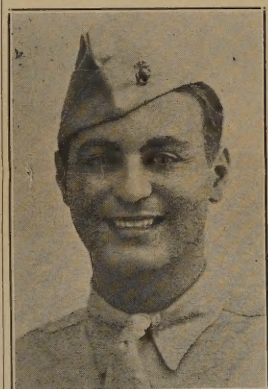
### TOTAL 449

Administration	
Pollock, Charles E. Jr.	Navy
Construction	
Goodwin, William	Army
Electrical	
Snyder, John	Army
Equipment	
Megules, John	Army
Maintenance	
Golding, John	Army
Pavick, Paul	Army
Wille, Joseph P.	Army
Zeigler, Howard	Army

## News From the Boys In the Service

PFC. PHILIP J. CASCIVILLA of the Marine Corps writes, "The December issue of THE HIGHWAY just received. Back in November 1940 when the U. S. Marine Corps ordered me to active duty I felt that a newspaper was needed for the employees of the Highway Department — devoted exclusively to the Department and its employees.

"Today I am a tired Marine . . . since 1940 I have been on the go. When I was advised to join the Marines and see the world, excitement and adventure, I can vouch it was not boast but a fact.



PVT. PHIL CASCIVILLA

"I only wish that I could write about some of my experiences, however, Naval censorship is very rigid. By reading the newspapers and listening to your radio one can well imagine what the Marines are doing.

"So from beyond the sea, this Marine of the Maintenance Division has a message to offer, 'Keep them rolling!'

Cascavilla's address is H & S Battery, 1st Bn. 11th Marines, c/o Fleet Postoffice, San Francisco, Cal.

Francis Berberick writes from "somewhere in Alaska" as follows: "Today I received the February copy of THE HIGHWAY and noted that Bill Walmsley wrote that he was located at Dutch Harbor and other data concerning the weather. Well, I am located here in Alaska but am restricted in saying where I am . . . Thanks for the copy . . . I was sure glad to read of some of the Highway doings . . . Keep THE HIGHWAY going to the boys in the Service."

Francis' address is Pvt. F. W. Berberick ASN 32561414 XI AFSC Prov. Trg. Group, APO c/o Postmaster, Seattle, Washington.

Maintenance Foreman JULES MEGULES writes that he has been promoted to Staff Sergeant and that he is in good health. His letter comes all the way from India. He regrets that censorship restrictions prevent his writing of many interesting details of the life he is leading but adds, "please tell them all to write often and a whole lot." His address is Staff Sergeant, Jules J. Megules, Hq. Det. 1st Bn, 330 Eng. APO 689, Postmaster, New York City.

## COMMISSIONED



Lt. BILL RACKOWSKI

2nd Lieut. William J. Rackowski, who was formerly in Maintenance Hdqts., is back after eight months in the South Pacific. Bill was one of 45 men who were chosen out of several thousand to attend Officers' Candidate School at Fort Benning. His present assignment is: I.R.T.C. Camp Roberts, San Luis Obispo, Cal. While in the South Pacific, Bill saw more action than he would divulge for publication but as he says, "Everything I saw ended with our boys on top."

PVT. JOHN T. KROL, Jr., formerly with the Electrical Division and now A. S. N. 32077516, 46 Troop Carrier Squadron, A. P. O. 922, c/o Postmaster, San Francisco, Cal., finds time to write from "somewhere in Australia" to say, "I received the December issue of THE HIGHWAY. Thanks a million. The great little paper gave me a nostalgic feeling . . . The very mention of familiar names was like a firm handclasp and a pat on the back from my former buddies. The paper is not only very popular with me but the other Jerseymen in my outfit form a waiting line to digest the highway news of New Jersey.

"I am particularly hungry for news about the construction and maintenance outfits of the Electrical Division, especially the happy-go-lucky bunch headed by Bill Widman of truck No. 499.

"I am a parachute specialist and the work is interesting. I have developed a wonderful patience in the army because for everything you must stand in line and wait, wait, wait . . . Convey my choicest regards to my friends in the Highway Department and include Commissioner Miller."

(John, it seems that the news of old 499 is about as follows: Widman and Bill Marron are now in the Trenton office of the Electrical Division, at jobs somewhere between executive and stenographic. The other boys have been consolidated with the crew of Frank Walsh on 605 and are now engaged in installing electrical apparatus on the Hudson-Manhattan bridge. Two recently entered the Army. These are Jack Snyder and Herman Innocenzi. Ed.)



PVT. JOHN MEGULES

PVT JOHN MEGULES, a brother of Jules, reports from Miami, Fla., that he is in good health, likes the weather a lot, and that the food is tops. He sends his address as: 407 Trg. Co. P. Bldg. E. A. A. T. T. C., BTC 4, Miami Beach, Fla.

## Highway Department Civil Service News

### Tests Scheduled

#### Map Draftsman

Salary, \$1,800-\$2,400 per annum. Open to male citizens, resident in the State for at least 12 months immediately preceding the announced date for this test. Vacancy, State Highway Department.

#### Promotion Test:

##### Mechanic Helper

Salary, \$1,350-\$1,650 per annum. Open to Laborers in the State Highway Department, who possess the necessary qualifications. Vacancy, State Highway Department.

#### Promotion Test:

##### Attendant Electric Drawbridge (Metropolitan District)

Salary, \$1,440-\$1,920 per annum. Open to Attendants, Electric Drawbridge in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, May 17, 1943) for this test. Vacancy, State Highway Department.

Landscape Foreman J. H. Van Benthuyssen, who is now stationed at the Moriches Coast Guard Station at East Moriches, Long Island, N. Y., writes that his experience with the Highway Department has given him a good job up there. "I am second in charge on the job (airport construction) and when the job is done I am going to be in charge of maintenance . . . I am going to move my family up here for the duration as they have given me a house on the reservation. I am looking forward to THE HIGHWAY, so please see that my address is changed."



JERRY IANNACCONE

Jerry Iannaccone of the Little Ferry Bridge is now a full fledged Naval Sea-Bee, with a rating of Electricians Mate 2nd Class, following a three-month's course at the Naval Training Station at Davisville, R. I. By the time you read this he will no doubt be on his way to some distant point where he will be engaged in setting up power plants, ice plants or any other construction requiring electrical knowledge.

## Temporary Maintenance Employees Granted Permanent Status

Announcement is made by Superintendent of Maintenance, Alex. W. Muir, with the approval of Mr. E. V. Connett, Assistant to the Commissioner, of the granting of permanent status to some sixty-two temporary hourly employees of the Maintenance Division. These men, all of whom were employed during the year 1942 as temporary employees and are still working, will now be entitled to full vacation and sick leave privileges under Civil Service Regulations.

It is planned that other temporary employees, who have not yet served their four-month probationary period, will be considered for permanent appointment when they have served these four months. Each individual case will be considered on its own merit, and permanent appointment will depend upon the service record which each temporary employee has made during the probationary period.

All of the employees concerned in the above change in status have been so advised by letter. Similar action will be taken in the cases of other temporary employees as they become eligible for permanent appointment.

Let's Keep the Pressure  
On — Buy Bonds



## BRIDGE BRIEFS

A. J. LICHTENBERG



"SMUDGE"

"Smudge" is a three-year-old Spaniel owned by Leon Chatten, Bridge Construction Inspector. "Smudge" is Leon's constant companion and his value on bridge jobs has already been recognized thru the award of a gold medal for his achievements.

Mr. Just F. Eriksen of Mantua, superintendent for Hill and Fox contractors on the Hoffmans Mill Bridge over West Creek in Cumberland County leaned over construction a bit too far in holding a tape and his wallet dropped into the water. Smudge was dispatched and retrieved the wallet with valuable papers and money intact; and for this was awarded the medal.

Another time a hardwood wedge used to free a saw in pile cutting was dropped into the water and even though it had a head start down stream Leon's alert dog brought it back. It was the only wedge on the job and necessary to the work.

When Ole Hansen was doing the reconstruction work on Route No. 45 Salem Creek in Woodstown it was necessary to get a cable across the creek. A lead coil of rope was thrown but fell short of the opposite bank. You guessed it. Smudge swam out, got the line and saved time and trouble. Jobs such as retrieving carpenter's rules are all in Smudgies days work and we would not be at all surprised to find him gracing a payroll some day.

Kenneth S. Yates, Senior Bridge Construction Inspector has taken a voluntary lay off from the Route 56 Beach Thorfare job to accept employment with Eastern Aircraft, Trenton Division. Ken has a war minded and active family. Kenneth P. is a physics instructor at Ohio State University. Lewis is engaged in chemical work on T.N.T. at Wooster College. Dick is an Air Corps mechanic in Australia. Ted is with the Air Corps in Florida and Mrs. Yates is employed in war work. Bill and Jean, 17 year old twins are still in High School and Phillis the baby of 14 years is also in school.

In fourteen years of employment Ken has driven 317,000 miles which itself is indicative of a busy man.

Samuel M. Rankin, Bridge Construction Inspector has taken a leave of absence to accept a position in the planning and estimating section of the field production division of the Navy Department. He is located in the 3rd Naval District, N. Y. Yard.

Brearily (Jim) Whitehead, Resident Engineer, Bridge Construction, until recently employed on the Route No. 56 Beach Thorfare job is now in the inspection department of Eastern Aircraft, Trenton Division. Jim accepted a voluntary lay-off effective May 1st.

John M. Everitt, Bridge Construction Inspector has also accepted a voluntary lay-off to work in a war industry.

Birthday greetings to the following Bridge Division men whose birthdays occur this month: John J. Koffler May 9th; R. B. Titsworth May 17th; Morris Goodkind and Sven Hedin May 24th and M. D. Smith May 26th. Astrologically, these men are all born under the vigorous sign of Taurus the Bull, and enjoy the heritage of mental strength; and are ever bent toward the enrichment of civilization.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Dan McDonald of the Fernwood Gang has just been released from the Army and is sure glad to be back once again with the Old Core Drill. He has not forgotten some of his "Army Tactics" as the boys will vouch for. He was seen walking around one noon hour with an unlighted cigarette butt in his hand and when questioned concerning same he replied: "The last one of these I threw around the sergeant was standing right behind me and I had to pick it up, then dig a hole three (3) feet deep and three (3) feet square and bury the butt in the dead center of the hole and then fill the hole back up again." Dan says, "no thanks, I will drop all my trash in the proper receptacle from now on."

On Thursday afternoon April 8th a call came through from St. Francis Hospital for blood donors with No. 4 type blood to donate for a transfusion to Jim Tyman, a fellow employee who has been very ill for the last four months. Guy Mattie, Bob Kreps, and Mike Hoffman, having the desired type responded and gave blood for the occasion. With the blood of a Dutchman, Italian, and Hungarian mixed with his own Irish some result should be forthcoming. We hope for the best.

Leon Anton and Charlie Zweigle both veteran chauffeurs are on the sick list. Anton is slowly recuperating from a severe attack of pneumonia and Zweigle has a cast on his leg which will have to remain for six weeks or more.

The Red Cross drive for blood plasma contributors met with a hearty response at the Fernwood Station. Fifty-seven (57) of the employees signed up to contribute a pint of blood for this worthy cause.

Evidently someone is gunning for Bob Martin: he has just received a third notice to get himself into defense industry or be summoned before the Regional Director of the War Manpower Commission for this area. May he and the rest of us have clarification as to our rights with regards to the above?

Bob Martin thought he saw a blimp in the Victory Gardens but on closer inspection it proved to be Tom Gadsby hoing his plot.

Jack Boulden in his recent letters home stresses the need of more of more planes and supplies and expresses the thought that if they were forthcoming the way they should be, he would be able to take part in the next snow removal program. Jack being somewhere in New Guinea with the Army Air Force does not think too well of Japanese air power.

Considerable words have passed between Tom Brown, Jim O'Rourke and Jack Rochford on their Irish ancestry with O'Rourke usually coming out on top. However, Jim has taken quite a beating during the last few weeks since "Archie" of the Duffy's Tavern radio program requested Finnegan to wake up O'Rourke so they could clean up the piano for the honored guest. Jim can take it as well as hand it out and still points to the spot on the map of Ireland which lists his ancestors; but as yet Brown and Rochford are unable to find their spot.

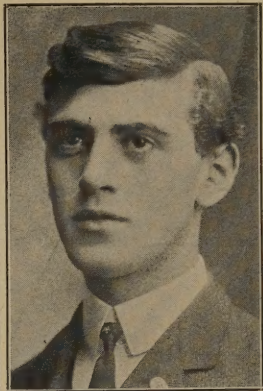
Many of the boys at Fernwood are going in for Victory Gardens in a big way and are really getting a kick out of the work. One of the most ardent workers, according to information received, is Steve Barnocky who after hiring a man to plow his lot spent three weeks laying it out (on paper) and buying the seed. He then turned the planting, cultivating and future care of the garden over to Mrs. Barnocky. Steve is anxiously awaiting his first meal as the result of many hours of arduous toil.

## Use of State Line Saves Toll Charges

The next time you want to call Newark from Trenton, why not try the State line. All you do is ask the operator for the Newark wire. When you get the Newark operator give her the number desired.

Chester A. Burn  
Vet. Road Builder

Chester A. Burn, Northern Division Engineer, posed for this photograph back in 1909 at which time he was employed by the city engineer of Montclair on the construction of sewer systems in that vicinity. It was during this period that he gained his first experience in concrete road construction.



CHESTER A. BURN

In 1917, "Chet," as he is familiarly known by his hosts of friends and co-workers, decided that his future lay in the field of highway engineering and forthwith sought an interview with E. E. Reed, at that time Central Division Engineer. As a result of his talk with the present Acting Assistant State Highway Engineer, he went to work on a survey of old Route 9 between Clinton and Somerville.

Shortly thereafter he became a Resident Engineer under Harry D. Robbins, who by this time had succeeded Reed as chief of the Central Division, and in 1919 when the old State Labor Division was formed, Chet moved in as Assistant Superintendent of State Convict Labor. Others prominent in this division at that time were Thomas Stephan, general secretary and clerk; Arthur Lichtenberg, superintendent of bridges, and E. R. Sherbaum in charge of the purchase of supplies and equipment.

In 1920 when Thomas J. Wasser became State Highway engineer and C. F. Bedwell Construction Engineer, Burn was promoted to Superintendent of Convict Labor; a position he held until 1921, at which time he became Northern Division Engineer.

In September 1923 Chet resigned from the Highway Department to assume the duties of Northern District Superintendent for the Public Service Production Company. Here he worked once again under his former chief, Tom Wasser, who had been succeeded as State Highway Engineer by Major William Sloan.

A combination of homesickness and the dissolution of the Public Service Production Company, decided Chet to re-enter the employ of the Highway Department in 1926 in his former capacity. At that time there were five construction divisions in the State, the Jersey City under Fred Lavis, the metropolitan under R. M. Beck, the central under H. D. Robbins, the southern under Jack Williams, and of course, the northern. Since that time a redistribution of territory has resulted in cutting down the number of divisions to its present total of two. We are glad to say that Chet still guides the destinies of the expanded Northern Construction Division.

## CHARLES T. PLATT

It is with regret that we announce the death of Charles T. Platt, of 28 West Street, Bordentown, on Thursday, April 1st. Mr. Platt had been employed as a bridge carpenter in Foreman Walter Horner's crew, for the past twenty years, and will be sorely missed by his gang. Two sons, Carlin and Joseph, and a son-in-law, Hewlings Lamson are still employed by the Department. In addition, Mr. Platt is survived by his wife, Jane Applebee Platt; three daughters, Mrs. Lamson, Mrs. John Golden and Mrs. Carl Seattergood; two other sons, John and Lucas; a sister, Mrs. Rose Smith,

Safety Suggestion  
Will Be Adopted

Because he narrowly escaped injury on several occasions in the past, Maurice Salamandra devoted more than the usual amount of time to thinking of safety measures. It was this attitude that led Maurice to write to the SUGGESTION BOX recently outlining an idea he had regarding the safety platforms which are mounted on trucks used for cinder spreading.

Cinders are often wet or frozen and therefore do not always flow freely from the tailgate of these trucks, even when the bodies are raised as much as fifty degrees. This condition makes it necessary for the man assigned to the safety seat, to stand up and pass cinders through the tailgate with a shovel.

In this position it is possible for the operators' foot to slip under the upraised body of the truck in such a manner that it could readily be crushed were the body to be lowered at the time.

Salamandra conceived the idea of welding an angle guard to the platform in such a position as to make this impossible. This idea was heartily approved by both Mr. Young and Mr. Emmons of Fernwood, to whom the suggestion had been sent for investigation. Before another winter chills its way into the hearts of snow-mobil workers, all trucks will be so equipped. In addition to this, Mr. Young has stated that all safety seats delivered to the Department in the future must include this improvement as part of their standard equipment.

Congratulations, Mr. Salamandra, for a swell suggestion.

Saves Nine Lives at  
Hackensack Bridge

Harry Carment, Operator on the Hackensack River Bridge (Route 25) recently saved nine lives at one fell swoop. It happened that while on an inspection tour, Harry noticed a large black cat perched precariously between two girders. Inasmuch as structural steel is not the natural habitat of any of the feline race and especially since the refuge chosen by this representative was particularly dangerous, Harry decided upon immediate rescue.

It was only after considerable difficulty and quite some heroic effort that he succeeded in extricating the terrified tabby from its perilous perch. When success finally crowned his efforts, what to do with it became the next problem. However, with his usual resourcefulness Harry surmounted the obstacle confronting him by sharing his lunch with the famished cat and then depositing it safely at the Jersey City end of the bridge.

When last seen the adventurous pussy was hot-footing it into the wilds of Hudson County little the worse for its experience. The other operators on the bridge are now considering some appropriate method of recognizing Carment's good deed.

## Burned to a Crisp

New Jersey held a State-wide blackout on the night of April 26. The following day the Trenton times contained the following article:

"Trenton firemen had their first alarm to answer during a blackout since the tests were started a year ago.

"Engine Company No. 3 . . . was called out a few seconds after the first 'blue' was sounded.

"A member of the household of Russell Cook, 1858 New Chestnut Avenue, placed two eggs in a pot, heard the air raid sirens and promptly forgot the eggs.

It wasn't long before the water boiled away, the eggs were burned to a crisp and a hole burned in the pot. An air raid warden on duty outside heard the commotion, ran into the house and tossed the pot outside. When the firemen arrived they found matters under control."

and 13 grandchildren. Mr. Platt's record with the Department is one of long and honorable service.

PROJECTS  
PARAGRAPHS

E. L. MEYER

The mail from Alaska comes in bunches these days. The batch just received contained a very fine letter from Tom La Bar which gives a little better idea of what goes on up in that cold country.

Tom informs us that he has been advanced to the rank of Captain and now commands Company E of the 349th Engineers.

In this regiment there are fifty-four commissioned officers, seven of whom are New Jersey State Highway Department men. Of these seven, five are from the Projects Division, and Sgt. Joe Aiello is also there with them.

It's six months since the boys arrived in Alaska—a long time to go without a drink, and good reason, for, as Tom explains, the supply is strictly limited and is thirty-five to fifty dollars a quart.

However, working three shifts a day for the whole twenty-four hours and seven days a week has produced results. The roads are so much improved that recently a shipment of 3.2% beer was received. The place is really becoming civilized now and movies can be seen occasionally.

The boys all appreciate THE HIGHWAY and look forward to the next issue. They also want to request that we at home help their mail orderlies busy.

Tom's address is:

Capt. Thomas B. H. La Bar, C.E.  
Co. E—349th Engrs.  
A.P.O. 980, c/o P. M.  
Seattle, Wash.

Mr. Frank E. Harris, Assistant Supervisor of State Aid Projects, has accepted a post on the Lawrence Township Rationing Board. We wish him luck in a thankless job.

Mr. John Franssen is back on the job again after a six months leave of absence. Last September he left to teach Mathematics to the Civil Aeronautics Authority students at Temple University. Recently, however, the Army took over and the civilian instructors were relieved so as to return to their regular jobs.

## Efficient System

(Continued from Page 1)

vision, who has Harry R. Hill and Rizziero Cintia as his efficient assistants—(Charles W. Walker, assistant, is now with the armed forces).

They make a final comparison of totals and deduct the Victory tax, Retirement System and other contributions. Next, they write out the checks on a bookkeeping machine and perforate them at the amount to be paid—that forestalls alterations if they should fall into outsiders' hands.

A. Lee Grover, secretary, who has signed his name more times than John Hancock, then enters the picture with a battery of pens on an ingenious apparatus.

With one flourish his signature is written simultaneously on six checks and they have now become currency.

To make that assurance doubly sure Mr. Case's office makes another comparison with the payroll and parcels out the checks for the four territories into which the State has been divided.

Bright and early the next morning the paymasters, Edward J. McCordell, Henry J. Johnson, Owen B. Rogers, and Byron Beans pick up the batch marked for their areas.

The paymasters devote three days of each pay period to different parts of the State. They must see each man and have him sign the roll. If any should be absent their checks are returned to Trenton and held pending inquiry and the arrival of vouchers before the checks are mailed to them.

At the peak of employment in the Highway Department years ago as many as 5500 maintenance men were paid in the field. In the curtailments which have been effected for economy there are now approximately 1100 names on the roll.

F. A. REDDAN.



## Meet the Gang



Up on Route 25, at the Green Street traffic circle near Woodbridge, is a modern highway maintenance depot, almost completely hidden from passing motorists by carefully planted shrubbery. It is the headquarters of the Maintenance Gang of Foreman Arthur Willmott, and from here they cover an extensive territory which now includes the sections formerly maintained by Foreman Jules Megules who is with the Army overseas. Altogether this sizeable assignment includes: Route 27, from Metuchen to Elizabeth; Route 4 from Perth Amboy to Route 27; Route S4 from Outerbridge to Route 36; Route 25 from the Raritan River to Elizabeth and Route 35 from the Edison Bridge to Route 25.

In the above photograph, which was taken in front of the Gang's headquarters, reading from left to right in the front row are: Thomas Martin, Michael Botti, William Hoy, Attilio Pesaniello and Chester Amerman; in the second row: John Gardino, Charles Bolliger, Amillo Squillante, Pietro Checche, Paul Guzzardo and Fred Semonite; in the rear row are: Simon Sharkus, Joseph Sacco, Charles Brower, George Cotter, Asst. Foreman Frank La Tora and Foreman Arthur Willmott. Absent at the time this picture was taken and confined to their homes through illness were: Harry Kline, James LaBanco, Joseph Antelori and Gabriel Artinovich.

Three members of this Gang, La Tora, Browers and Squillante, were members of the American forces during the last war, while Botti, who was recently transferred from Forman Lutz's crew, fought with the Italian army during the same conflict. Although their age will keep many of these men from seeing service in the present emergency several are represented by sons in the Armed Forces. Brower and Checche each have two sons now serving and the following men each have one boy doing his bit: Hoy, LaBanco, Bolliger, La Tora and Guzzardo. Gardino, Amerman and Pasenello have been examined and are now awaiting call to the colors.

Those who are too old to see active service are doing their bit in many ways. Nearly all have gardens and are raising chickens, although none of them can boast of the nearly 1000 fowl that are the property of George Cotter. Others are engaged in part-time employment in some of the many war plants in that vicinity, while quite a few are enrolled as Civilian Defense workers.

Browers, Cotter and Sacco are the truck drivers for this Gang and Sharkus operates the grader. One special assignment that should be mentioned is that of custodian, which is capably handled by Hoy, who also holds the distinction of being former Township Committee-man from Ford.

The oldest man in this outfit from the standpoint of age is Guzzardo who is seventy-three although he doesn't look it. He has been with the Highway for eighteen years. The honors for length of service with the Department, however, go to Jimmy LaBanco and George Cotter who have been with us for twenty-four and twenty-three years respectively. Several others have served for over ten years.

Hobbies with this group were rather hard to track down. We did find out that Squillante, Pasenello and Ammerman are ardent hunters and that Gardino would rather go to Ebbetts Field and root for the Dodgers than eat. Most of the boys, however, seem to enjoy working in their gardens and that it about as good a hobby as any man could have at any time, more especially this year.

## NEWARK NEWS LAND and LEGAL

JAMES DRISCOLL

Congratulations to Mr. and Mrs. Harold Lang upon the arrival of a daughter, Louise Marie, on March 29th. Harold is connected with the office of Survey and Plans.

Mr. and Mrs. Al Desimone, (also Survey and Plans) are celebrating the birth of a son. The little fellow has been named Richard John. Congratulations.

Word has been received that the Florida season will not officially close until Archie Patterson and Mrs. Patterson get in that St. Petersburg vacation. They were scheduled to start on May 4th or 5th. Bon voyage.

John MacKenzie expects to become a benedict again in July. He plans to spend his honeymoon in Illinois.

The sympathy of the Department is extended to Howard Rigby, chief of the Montclair office of Survey and Plans, on the recent death of his father.

C. A. Burn, Northern District Engineer became a grandfather for the first time on March 16th, a daughter having been born on that date to Mr. and Mrs. C. A. Burn, Jr.

ED. DRAKE

Agnes St. John, of the Negotiation and Appraisal office, is back on the job after a lengthy illness. Needless to say, her return is welcomed by her many friends in the Department, all of whom join in hoping that recovery is complete. When asked for a statement all Agnes would say was: "About the only thing I need is a Florida vacation."

Another member of Fred Vollmer's Title Bureau is about to take on a bigger job with Uncle Sam. This time it is Jim Kondas who appeared for physical examination at Camden on April 29th. While the results are not yet known, Jim looks to be in good shape and is anxious to go.

Captain George B. Hood of the Medical Corps is none other than the son of our genial co-worker of the same name. Captain Hood is a graduate of Jefferson Medical College in Philadelphia where he also interned. Prior to joining the Army he was admitted to practice in both New Jersey and Pennsylvania. We feel that his dad has every reason to be proud of the boy.

Word reaches us to the effect that our trio of veterans, Norman Lister, Kirk Schanck and Lemuel Seale, have developed into expert typists during their Army life.

## MAINTENANCE NOTES

GENE BECKNER

It's the season for boys down in Monmouth County! Word comes to us of the birth of a seven pound baby at the home of the Arthur Marshalls in Asbury Park on Monday, April 19th. Arthur is now acting landscape foreman in the Shore District, having replaced Howard Van Benthuyzen, now of the United States Coast Guard. Randolph La Barre, whose poetry contributions to the Highway have appeared in several of our past issues, is another member of this gang open for congratulations. An eight pound boy arrived at his home at 639 Mattison Avenue, Asbury Park, earlier in April. Both mothers and children are doing nicely and we are glad to offer our congratulations.

Among the most active of the Department's Victory Gardeners is Ella Moore. Ella, together with her sister Alice, has made excellent progress with her garden and is now waiting anxiously for results. Miss Moore is active in several other National Defense efforts. She is an active air raid warden and has completed the primary course in first aid. In addition, she is now a member of a class studying home nursing.

Otto Kramer, a member of Foreman John McCullough's maintenance crew, has been seriously ill at his home on South Broad Street, Trenton, for some time. Mr. Kramer is an uncle of Mrs. Helen Tallon, of the Administration Division, and will be remembered as the father of the late Harry Kramer, who at one time was employed in the Maintenance Division Office. Otto has our sincere hopes for an early recovery.

Once we get a Maintenance envoy in Berlin and Tokyo, we will be able to say with pride that the Maintenance Division then truly encircles the globe. Latest links to be completed are Iran and India. Jules Megules wrote recently from India and George McCann's whereabouts have now been disclosed as Iran. In a recent letter George describes an encounter with a gazelle while traveling in the Persian desert on a jeep. He relates that they were driving along at a rate of 35 miles per hour, but failed to gain on those fleet animals. That 35 miles speed would indicate that the war-speed limitation may have reached further than we think.

Russ Geller returned recently from a visit to Tallahassee, Fla., where he visited his brother-in-law, John Rafferty. Russ journeyed to Florida via train, and had what is the unique experience these days of driving back by car. It seems he returned in a car which a member of the armed forces had in Florida and which he wanted returned to Jersey. Russ obligingly brought the vehicle back.

During the recent War Bond Drive in April, the American Legion took over the booth in front of the old post office building on East State Street on Wednesday, April 21st. Charlie Fearnley was on the committee in charge, but instead of working at the booth he confined his activities on that day to the Trenton Office. Believe it or not, Charlie succeeded in securing subscriptions for about \$1,600.00 worth of bonds on that date!

### SIDNEY SKILLMAN

Sidney Skillman, of 1813 Riverside Drive, Trenton, died at his home on Tuesday, March 23rd. Mr. Skillman, long one of the most popular of Maintenance Division foremen, was employed in that capacity on July 27, 1922, and retired December 8th of last year. Mr. Skillman was a Veteran of the Spanish-American War, and a member of the Ten Year Club of the Department. He received his twenty-year service emblem only last year. His record with the Department was a most enviable one and his retirement last December because of ill health created a void hard to fill. He is survived by his wife, Mrs. Emma Hughes Skillman, to whom we extend every sympathy.

## WHEN VETERAN EMPLOYEE WAS HONORED



It was a happy day thirty years ago for Andy Volman, veteran Fernwood machinist, when he and Eddie Pullen, famous racing driver, stood in front of Trenton's city hall while Mayor Frederick Donnelly and enthusiastic citizens from all walks of life acclaimed their triumph in the Indianapolis 500-mile auto race. Flags waved, bands played and crowds cheered for this famous Mercer racing team, who but a few days before had defeated the pick of the world's racing drivers on the Hoosier speedway.

It was during this gruelling test of speed that Andy, riding as Pullen's mechanic, contributed largely to ultimate victory by establishing a new record for tire changing. This was back in 1914 when the fabric tires of those days were unable to withstand the terrific heat generated during the course of a race and blowouts were frequent.

Seven years later, in August 1921, Vollman came to the Highway Department. At that time, due to his knowledge of automotive mechanics, the Civil Service Commission frequently sent him around the State to examine applicants for mechanics positions.

Andy has done many things since 1914, but it is a safe bet that he never again experienced the thrill that came when he and Pullen thundered across the finish line in first place at Indianapolis. And just in case you don't recognize Vollman in the above photo, he is the young fellow on the left.

## LABORATORY LINES

ABRAM WATOV

A luncheon was given Edward C. Pollock, formerly Material Inspector, and more recently a member of the Auditing and Accounting Division, in honor of his joining the U. S. Navy. Attended by fifty-seven of his fellow workers from the Lab and the Trenton office, the luncheon was among the largest and most successful given by the Lab group.

Ed was highly lauded by all the speakers and was presented with a pen and pencil set as a token of the esteem in which he was held. He is now stationed at Newport, R. I.

Ralph Sherman, Testing Engineer, has been assigned to the Bureau of Public Roads, Washington, D. C., for two weeks study of the latest methods of soil stabilization. Ralph who was accompanied on the trip by William Van Breemen and Ralph Stelljes of Survey and Plans, should be quite at home in Washington since he was formerly employed by the Bureau of Standards before entering the employ of the Highway Department.

Many of the Lab boys are still feeling the effects of the ordeals they went through while testing their knowledge during the recent promotional examinations. Not until the results are out, however, will they know just how much good resulted from the cramming they did during the period preceding the exams.

In looking over the plan of the Fernwood Victory Gardens we noticed that either the Laboratory employees are small eaters or else they have less desire for hard work than the average Highwayman. In only three instances were the thirty by fifty foot plots subdivided in to smaller tracts. In each case the cooperative gardeners were from the Lab, namely, Schaller and Diefenderfer, Smoliga and Johnson, and Watov and Wahl. Could it be that through some inner knowledge of chemistry they plan to accelerate production?

**Just a Thought**  
REMEMBER TO WRITE  
THE BOYS WHO FIGHT

## GOING UP



Russell Henry, Drawbridge Maintenance Mechanic doesn't own a pilot's license but from time to time he has to soar pretty high in performance of his duties as can be seen in the above photo.

At the time this picture was taken Russ was cleaning and oiling the counter-weight cables on the Wittenn Bridge. This job must be done at regular intervals to prevent rust and internal friction from deteriorating the cables.

Contrary to the generally accepted formula for success, this is one job where it is necessary to start at the top and work down. Other duties of Drawbridge Maintenance Mechanics include, maintenance and repair of electric motor and bridge controls, installing new apparatus, the ability to diagnose ailments of steam, electric and gasoline operated bridges and make emergency repairs at any hour of the day or night.